





## INTIMATION



**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

We take this opportunity to state that our

## AERATED WATERS

are made solely with the water procured from the Government Tylam Reservoir, and specially filtered in large storage filters on the best scientific principles.

Our AERATED WATERS are thus

## ABSOLUTELY PURE,

and consumers of them may feel themselves quite secure against contracting Cholera by liquid agency, which it is comparatively easy to do by drinking impure water.

**A. S. WATSON & CO.,**

LIMITED,

AERATED WATER

MANUFACTURERS.

THE HONGKONG DISPENSARY.

are now entirely opposed to the project. It is seldom indeed that we feel called upon to take a hand in matters which concern public companies, inasmuch as we entertain the belief that, as a rule, the shareholders are or ought to be competent to look after their own interests, while the community generally can look on with unconcern if a mistake is about to be made or a disastrous competition invited or averted. But in this case, where so many absent investors are interested, where a vast sum of money is proposed to be spent—a sum at least double the capital of Company—it seems to us that a calm and dispassionate review of the whole subject, may prove useful and help the shareholders to come to a sensible decision on a matter of real moment to the Colony, inasmuch as the stock is widely held and its permanent depreciation cannot fail to have a very adverse influence on the market generally.

First of all, then, let us consider what is the present position of the Dock Company and its capabilities in the way of docking and executing work. It has a subscribed capital of two and a half million dollars in fifty thousand shares of fifty dollars each, and at the end of 1901, after payment of dividend and bonus of 18 per cent., carried \$420,119 forward to working account. It is now proposed to pay a dividend of 12 per cent., and carry \$290,000 forward. This is somewhat less than the previous year, but business has not been good, nor profits so large. The Dock Company already possess the following docking facilities:—

At Hungshou—	Length	Breadth
No. 1 (Admiralty Dock) ...	576	88
No. 2 ...	371	74
No. 3 ...	264	49
Patent-Slip, No. 1 ...	240	69
" " 2 ...	239	69
At Taikokt—		
Compo-litan Dock ...	466	85
At Aberdeen—		
Hope Dock ...	430	84
Lament Dock ...	333	94

All the docks are supplied with every appliance—especially at Hungshou—for the work of docking and repairing vessels, and the machinery has been again and again brought up to date, while large stocks of material are always kept in hand. This fact explains why the Dock Company always has a large overdraft at the Bank, against incidents constantly arriving. The large cruisers *Powerful* and *Terrible* have both been docked in the Admiralty Dock, and this dock gives sufficient accommodation for the largest merchant vessel that has ever visited the port or that is likely to run in these waters. Even the new boats for the Toyo Kisen Kaisha now in course of construction will not exceed 12,000 tons, or 560 feet in length by 63 feet beam, for which the Admiralty Dock furnishes ample margin. It is true that it is desirable to be thoroughly up to date, but if this can only be accomplished at such an enormous addition to the capital of the Company as to render the provision of such facilities a luxury that can never be made to pay as an investment, the wisdom of incurring such responsibility may well be doubted.

At the moment, the Hongkong and Whampoa Dock Company, Limited, occupies, relatively to any competitor, a practically impregnable position. Its facilities are so great in proportion to its capital that it can afford to accept work at prices that would be starvation to a competing company which was working on a capital equal to the possession of the plant and properties this Company enjoys.

Should the local Company, however, be so ill advised as to decide upon a fighting policy and to endeavour, by the provision of further docking accommodation, to starve out the opposition, it will assuredly embark upon a ruinous course. The opposition has already commenced operations, and is providing both docks and slips which will—more especially in view of the new dock in the Royal Naval Dockyard in course of construction—provide for all the increase in docking business in this Colony likely to take place for the next two decades at least. Let the Hongkong and Whampoa Dock Company be prepared to work in harmony with the new establishment at Quarry Bay and there will probably be employment enough for both, as a large proportion of the Blue Funnel fleet will doubtless be docked here instead of at Liverpool and Shanghai. But it is useless to expect a continuance of the monopoly hitherto enjoyed. That will soon be a thing of the past, and rates will no doubt have to come down to some extent. Indeed, there have lately been signs that the maximum profits had already been reached and that ship-owners were disinclined to pay the high rates demanded. The bonanza days of the Dock Company are in fact already over, and it will have to rely, in the future, on executing more work at smaller profits and to exercise, probably, a keener economy both in labour and material. There has been an all-round increase in the rates of both skilled and unskilled labour, and when there is a further competition for this labour it is probable that, unless the dock companies work in conjunction, there will be considerable difficulties to be faced in

this direction. The yearly recrudescence of the plague and the more frequent outbreaks of cholera, rendering necessary expensive sanitary precautions, constitute another important factor in the future working of this great industrial concern, to provide against which the Board of Directors should concentrate all their energies and foresight. The Company has now, for years been swimming in smooth water; but there are rocks ahead against which it would be folly to collide. The opportunity to build the desired big new dock has come and gone, and it now only remains to make the best of what is assuredly a fine property with excellent prospects if conducted on the lines of commonsense.

School duties at the Diocesan School and Orphanage will be resumed on Thursday next.

It is notified in the *Gazette* that Mr. C. McI. Messer, cadet, passed his final examination in Chinese on the 1st August.

Several hundred natives have been rendered destitute and homeless by the burning of that hut on Cheung Chan Island on Saturday.

Four more fatal plague cases, all Chinese, were reported up to noon yesterday, one body being found on the Peak Road and another on Wanchoi Road.

Yesterday was the Spirit Festival (*Chung-gian-chieh*) in the Chinese calendar, and was observed in the usual manner by the native population on shore and in the harbour.

The water supply to the Hill District, with the exception of Barker Road and Magazine Gap, is to be cut off on Wednesday next between 10 a.m. and 3 p.m. to admit of alterations to the mains.

It is notified in the *Gazette* that Mr. R. T. Wright has been appointed a member of the Church Body vice Mr. Spide resigned, and that Mr. Wright has also been appointed Hon. Treasurer of the Church Body.

The *Gazette* notifies that information having been received that Macao is now free from plague, H. E. the Officer Administering the Government in Council has been pleased to rescind the proclamation, dated 21st April last, declaring Macao to be a place at which an infectious or contagious disease prevails.

The return of stamp revenue for the months of July, 1901 and 1902, shows a decrease on the latter month's figures of \$679.04. The principal gains were:—Banknote duty, \$1,580.13; bill of exchange and promissory note, \$840.80; and adhesive stamps, \$837.45. Conveyance or assignment showed the large decline of \$2,562, while transfer of shares decreased by \$383.90.

We regret to record the death on Saturday of Mr. Ronald Maitland Hutton Potts, the youngest member of the family so well known to us here. He died in the Peak Hospital. Mr. Ronald Potts, when he left England, joined the Constabulary in South Africa and, we believe, won a medal in one of the native wars there. Leaving Africa before the Boer War just terminated was even anticipated. Mr. Potts has been a familiar and popular figure in the Colony for some time past. Numerous friends accompanied his funeral to the Happy Valley on Saturday evening.

The hired transport *Uganda* (Commander Livingstone) arrived in the harbour on Saturday morning, having on board the 33rd Burma Infantry from Rangoon. The regiment consists of 11 British officers and 738 natives officers and men, under the command of Lieut. Colonel R. G. Fremonger. It is composed of five companies of Sikhs and three of Punjabi Mussalman. The original destination was Tongshan, Northern China, but at half-past five o'clock yesterday afternoon the regiment disembarked, giving colour to the assumption that it will relieve the Hongkong Regiment, which is going to India to be disbanded.

Last night about 8.30 p.m. a sound of breaking glass was heard in Queen's Road, followed by the sudden apparition through the doorway of Messrs. Tak Cheung of a Chinese, and a Japanese, rolling over one another. A Chinese constable promptly appeared and started with the usual energy of *lakongs* to blow his whistle. By the time a Sikh policeman had arrived, the Japanese constable's two friends, who were inside the shop, had conducted him and the Chinese out of the public gaze, and the next day was the reappearance of the two constables being patted on the back by one of the Japanese, while within, it seemed, all was once more peaceful. At all events, shortly after three Japanese left without further ado, unmolested, and a large crowd which had gathered immediately dispersed.

A Peking despatch to Shanghai states that Prince Chun, the Emperor's brother, intended to be present at Tientsin upon the restoration of that city to Viceroy Yuan Shikai, and that it is probable that Prince Chun will travel in the same train from Peking to Tientsin with Viceroy Yuan. *Appropos*, says the *N.C. Daily News*, Captain Tsao Chia-shan, Imperial Chinese Navy, has been appointed by Viceroy Yuan to be Captain Superintendent of the future Tientsin Police force, under whom also will be a number of ex-officers of the defunct old Peiyang Navy who are to assist Captain Tsao (who is also a returned American student) in organizing the force on military lines. These ex-officers, it is further stated, are to be appointed Inspectors and assistant Inspectors of the five principal police districts into which Tientsin is to be divided.

The Hongkong A.D.C. propose to give this autumn a representation of *Liberty Bells*.

*L'Echo de Chine* says that three hundred and thirty thousand obligations have been subscribed to the French Indo-China loan.

It is stated that Mr. Rivett-Carnes, Financial Adviser and Comptroller General to the Siam Government, will shortly proceed home owing to bad health.

Lord Kitchener has presented the City of London with the famous Boer "Long Tom," and ex-President Kruger's ox-wagon, as mementoes of the South African war.

Mr. W. Kerfoot Hughes, Acting Secretary of the Panjion Mining Co. Ltd., has received a telegram from the manager of the mines at Panjion to the effect that crushing has commenced.

Latest returns show that 28,000 children, mostly of Boer parentage, are attending the Government schools established in the Transvaal and Orange River Colony.

At Chioanfa, the capital of Shantung, cholera of a very virulent type is at present prevalent, and the number of those who have already succumbed to the epidemic is alarmingly large.

The New Zealanders now in London united in presenting Premier Seddon (with a massive silver centre-piece, whilst Mrs. Seddon was presented with a diamond ornament. The two articles are worth £500.

A strong company is being formed in London to inaugurate a system of wireless telephones throughout that city. Recent experiments have demonstrated the complete success of the system, which is now considered perfected.

The fleet which assembled at Spithead for the Naval Review will disperse on the 18th August. On that day the Royal yacht will anchor in Sandown Bay, and the warships will pass her in single file, each saluting as she passes.

From the 29th ult. to the 4th inst. 262 cases of cholera (133 fatal) were reported in the town of Ookayama, Japan. The first appearance of the disease was on the 29th ult., so that it spread with extraordinary rapidity. The Japanese Home Department is taking vigorous steps to combat it.

We have received a handsomely illuminated programme of the Coronation Day reception at the Manilla Club on the 9th inst. A programme of twenty pieces of music was played, concluding with the "Star-Spangled Banner" and "God Save the King!" The committee in charge of the arrangements consisted of twenty-five gentlemen, Mr. W. Newton acting as hon. secretary.

One of the most daring of modern desperadoes has just ended his life. A New York telegram of the 7th inst. says:—"At Spokane, Washington, Harry Tracy, wounded, at bay, and surrounded by a posse, committed suicide." Tracy and a companion named Merrill escaped from the Oregon penitentiary on the 9th of June. Tracy killing four guards and Merrill wounding three deputies.

We note in the home papers an account of the marriage in London on the 9th ult. of Miss Adela Trefanis, eldest daughter of the Hon. Walter Trefanis, C.B., Scots Guards, and first cousin of Captain the Hon. H. W. Trefanis, A.D.C. to H.E. Major-General Gascoigne, to Mr. William Lenox Napier, Royal Horse Guards. The Bishop of Crediton, the Rt. Rev. Dr. Trefanis, officiated.

According to telegrams in a North Australian paper, May Yoh and Bradley Strong, formerly Colonel in the U.S. Army, for whom she deserted Lord Francis Hope, have had a quarrel. The actress lost £80,000 worth of jewels, Strong taking them and threatening to commit suicide if proceeded against for their recovery. However, his relatives made good the loss. The two runaways, it will be remembered, visited Hongkong last year, under an assumed name.

The *N.C. Daily News* records the disappearance of "another old handmaiden" from Shanghai in the departure of Mr. A. B. Donnelly by the *Empress of China*. Mr. Donnelly came out to China more than 30 years ago, and became a partner in Messrs. Cornish & Co., at Chefoo. Subsequently he left them, and was ultimately associated with Messrs. Ferguson & Co. It is understood that Mr. Donnelly has gone to establish himself in business in London.

The following, from the advertisement columns of the *Times*, is the sequel of "A Peer's Daughter's" premature description of the Coronation festivities and the gala performance at the Opera in the *Lady's Realm*—"Apology. We, the undersigned Messrs. Hutchinson and Co., 34, Paternoster Row, London, proprietors of the *Lady's Realm*, hereby tender our sincere apologies to the Grand Opera Syndicate, Limited, Royal Opera, Covent Garden, for having published in the July number of that periodical an article purporting to describe a State performance at the opera which did not take place, and which contained unfavourable and unjustifiable comments concerning the artists, the chorus, and the management. We had no knowledge of the contents of the article until our attention was called to it after its publication, but we sincerely regret that it should have appeared in one of our magazines, and, as arranged, we have pleasure in forwarding to the Syndicate a cheque for £100 which we understand the Syndicate propose to hand over to King Edward's Hospital Fund. July 18, 1902. Hutchinson and Co."

It is understood that Governor Tait proposes to begin the Philippines census as soon as possible after his return to Manila. Filipino, mostly, will be employed in the work.

The *Ozaka Asahi* publishes a Peking telegram to the effect that the Russian authorities have been in communication with Prince Tuan and sent arms to him. The Viceroy of Shensi and Kiangsu is stated to have asked for instructions of the Peking Government as to the measures to be taken.

According to a *Manila Times* despatch from New York, Mr. Root, U.S. Secretary of War, scandalised at the gambling going on among army officers in the Philippines, has demanded the resignation of several impoverished ones of whom their creditors complained.

The *Kobe Chronicle* has an article very strongly censuring the management of Chefoo School in connection with the death of thirteen boys there from either cholera or typhoid poisoning, and says that "the lives of the children have been sacrificed to the superstitious observance of Sunday." This remark of course refers to the usual practice at the school of preparing Sunday's food on Saturday, in order that the Chinese servants might go to church on Sunday morning. "Christian," writing in the *N.C. Daily News*, also makes a protest, though in very different language, against this unwise practice.

It is reported from Rome that the Vatican professes to have received information to the effect that the greater portion of the Friar lands in the Philippines has been sold to a syndicate headed by Americans who were living in the islands prior to United States occupation. It also says that the Friars will hold stock in these syndicates, but will not have any control. However, the *Manila Times* learns from New York that the authorities at the Vatican were misinformed concerning the purchase of the Friar lands in the Philippines by corporations. It is understood in Washington that the Friars retain their proprietorship.

An interview with General Louis Botha was published last month by the *Times of Natal*. He began by denying that he was in favour of the suspension of the Cape Constitution, which he said would be a retrogressive measure; and declared that if the Boers were treated with justice the process of settling down would be a short one. He had a very poor opinion of the blockhouse system. The English pre-Boer party did the Boers no good. Unless in the event of native revolt there was little chance of the formation of a Boer regiment in the British Army, as colonialists disliked military discipline. General Botha denied that during the war the Boer Government was in Holland, and maintained that it had always been in South Africa.

According to a *Shanghai Times* London telegram, plans are rapidly taking shape for the Indian military manoeuvres, which promise this season to be the most important ever held. A programme had been outlined last year, when it was supposed that the Prince of Wales might visit India. When it became known that he would not make the visit, preparations had so far advanced that it seemed like a waste of energy to put them aside; but it is not expected that the manoeuvres will be as magnificent as if the proposed visit had occurred. Lord Kitchener, who will go out to take supreme command, and the Duke of Connaught, who will attend as a visitor, will be treated to the finest military display ever known in India. The manoeuvres have been fixed for December.

The *Siang Observer*, summarising some telegrams received by the U. S. Consul at Bangkok from North Siam, says:—"It appears that the dacoits are not likely to disperse without a fight, and are foolish enough to think they can cope with the Government troops now on their way to the scene of the disturbance. The trouble is evidently serious locally, though in view of the prompt measures taken by the Government it will probably not be of long duration, and its gravity would appear to be less than that of the troubles created by the *Poo Vissai* in Eastern Siam which have been suppressed. The fact that the dacoits have not molested Europeans is to be noted with satisfaction, but the reported murders of Siamese officials and soldiers are shocking and deplorable. We can but hope that the facts will turn out to be not quite so bad as the reports indicate."

The New York correspondent of the *Times* wrote last month:—"American comments on Lord Salisbury's resignation are very different from what would have been heard some years ago. Once he was unpopular because he was a Conservative; Venezuela made him more unpopular still. Nor was due credit ever given to him here for the patient firmness and tact by which he ultimately solved the difficulty Mr. Cleveland created. True, views have lately prevailed. Americans have discovered that Lord Salisbury desired American friendship and made it one of the bases of his foreign policy. They say that the Empire has increased in area and strength under his long, wise, and just rule. These things they acknowledge to-day. Even those who, like the *New York Times*, think he ought to have avoided war with the Boers admit that 'the end of the trying struggle came in a manner singularly honourable to his administration.' adding:—"Throughout the war he has maintained with perfect calmness an attitude of confidence in the ultimate result of resolution in the policy demanded by the interests of the Empire. He is richly entitled to repose, and will carry into retirement the hearty respect and admiration of even his political opponents." That may serve as a good average opinion, since the *Times* has always maintained that English prestige has been seriously impaired by the events in South Africa.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

THE ANGLO-JAPANESE ALLIANCE.

(FROM OUR SPECIAL CORRESPONDENT.)

London, 16th August, 4.15 p.m.

## GREAT BANQUET AT PORTSMOUTH.

The Mayor of Portsmouth entertained Baron Hayashi, Japanese Minister to London, at a banquet in the Town Hall last night. Mr. R. J. Lucas, M.P. for Portsmouth, proposing the health of the guest of the evening, thought that the occasion on which to celebrate the alliance between Great Britain and Japan. Baron Hayashi's reply was much applauded. The Bishop of Winchester said that the alliance would contribute largely to the peace of the world.

## GENERAL NEWS.

(FROM OUR SPECIAL CORRESPONDENT.)

London, 16th August, 4.15 p.m.

## BOER LEADERS IN ENGLAND.

The late Boer commandants De Wet, Botha, and De la Rey, have arrived at Southampton, where they were welcomed by Lord Roberts, Lord Kitchener, and Mr. Joseph Chamberlain. They were enthusiastically cheered on landing. They were unable to accept invitations to see the Naval Review or to have an audience with King Edward.

## REUTERS' SERVICE.

London, 16th August.

## THE ANTI-CLOACAL MEASURES IN FRANCE.

The excitement in France on the closing of conventual schools continues. Military force has been employed in Brittany to support the enforcement of Government decrees. Many persons have been fined and imprisoned for resistance of the authorities.

London, 15th August.

## CRICKET—ENGLAND WINS FIFTH TEST MATCH.

The fifth test match between England and the Australians, which was commenced at Kensington Oval on the 11th instant, has resulted in a win for England by one wicket. [The victory of England at Kensington Oval, leaves the score on the Anglo-Australian test matches:—England 26 wins, Australia 26 wins 12 matches drawn. At home England has won 13, lost 6, and drawn 10 matches, while in Australia she has won 15, lost 20, and drawn 2. The odds of the 3-day test match system is shown by the disproportionate number of draws on English soil. It is to be noted that at Kensington Oval England has won 7, lost only 1, and drawn 2 matches, out of a total of 10.]

## THE ST. LEGER.

*And Patrick* has been scratched for the St. Leger.

London, 15th August.

## WOMEN'S FRANCHISE IN NEW SOUTH WALES.

Both Houses of the Legislature at Sydney have passed the Women's Franchise Bill for New South Wales.

## MR. AUSTEN CHAMBERLAIN.

Mr. Austen Chamberlain, the recently appointed Postmaster-General, has been re-elected unopposed for Worcester.

## LAWN-TENNIS IN AMERICA.

The American Lawn Tennis Championships are being held at Newport.

## NEW CRUISES FOR JAPAN.

A Clydebank firm has received an order to build two large cruisers for Japan.

London, 17th August.

## THE KING'S HEALTH.

His Majesty the King has returned to Cowes. He is looking remarkably well.

## DISTURBANCES IN FRANCE.

The resistance to the expulsion of nuns in Brittany continues. M. Combes at a meeting of the Cabinet declared that the resistance is not due to Catholic motives, but to a violent Royalist movement.

## GOVERNORSHIP OF THE ISLE OF MAN.

The Right Honourable Lord Raglan has been appointed Governor of the Isle of Man.

## CHOLERA AT LAHORE.

Three British soldiers have been stricken with cholera at Lahore, two of whom have died.

NOTICE TO CORRESPONDENTS.  
ONLY communications relating to the news columns should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor and for publication, but in evidence of good faith. All letters for publication should be written on one side of the paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted.  
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.  
Telegraphic Address: Press, Codes: A.B.C. 5th Ed.  
Lieber's  
P.O. Box, 333. Telephone No. 12

## DEATH.

On the 16th August, at the Peak Hospital, RONALD MAITLAND HUTTON POTTS, youngest son of the late LIEUT. HUTTON POTTS, Firby Hall, Bedford, Yorkshire, and of Mrs. HUTTON POTTS, Harrow-on-the-Hill.

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CI  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 18th August, 1902.

We had thought the proposal to build a new dock at Hungshou by the Hongkong and Whampoa Dock Company, Limited, had, in deference to the expressed wish of a large number of shareholders, been practically abandoned. The appearance of the notice recently calling an extraordinary meeting of shareholders, immediately after the half-yearly meeting, "for the purpose of considering, and, if thought fit, of accepting, an offer from the Government, to grant to the Company a crown lease of a certain piece of land adjoining the Company's premises at Hungshou, for the construction of a proposed new dock on 'certain terms,' since withdrawn, proves that at any rate the scheme has not been definitely abandoned. The Board of Directors has for a long time past been negotiating for this land, and it is quite possible that they do not even intend to recommend its acceptance; they may only mean to lay the Government proposals before the shareholders. At one time, as we all know, both the Board and the shareholders were in real earnest in seeking this extension to their premises, and in equally real earnest in desiring a large new dock wherein the biggest ships afloat or likely to be built could be docked. Times have altered, however, and circumstances have changed since it was first proposed to add to the already extensive docking accommodation of the great local dock company. Where there was formerly unanimity of opinion on this question, there is now division, and the great mass of the shareholders and some of the directors, we understand,



















## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

OUTWARDS.		DUE	
GLASGOW and LIVERPOOL	"PYRRHUS"	On 20th August.	
GLASGOW and LIVERPOOL	"DIOMED"	On 28th August.	
GLASGOW and LIVERPOOL	"JASON"	On 3rd September.	
GLASGOW and LIVERPOOL	"NESTOR"	On 18th September.	
GLASGOW and LIVERPOOL	"MACHAON"	On 18th September.	
GLASGOW and LIVERPOOL	"KAISOW"	On 18th September.	
GLASGOW and LIVERPOOL	"ACHILLES"	On 25th September.	
HOMEWARDS.		TO SAIL	
LONDON and ANTWERP	"TELMACHUS"	On 20th August.	
LONDON	"ANTENOR"	On 9th September.	
LONDON	"DARDANUS"	On 18th September.	
LONDON	"DIOMED"	On 30th September.	
LIVERPOOL	"JASON"	On 14th October.	
LIVERPOOL	"PYRRHUS"	On 20th September.	

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

Hongkong, 13th August, 1902.

AGENTS, O. S. S. CO.

## CHINA NAVIGATION CO., LIMITED.

FOR		TO SAIL	
SWATOW, AMOY and SHANGHAI	"CHANGCHOW"	On 18th August.	
NINGPO and SHANGHAI	"WO SUNG"	On 19th August.	
MANILA	"SUNGKIANG"	On 23rd August	
PORT DARWIN, THURSDAY			
ISLAND COOKTOWN, CAIRNS			
TOWNSVILLE, BRISBANE	"TSINAN"	On 23rd Aug. at 4 P.M.	
SYDNEY, MELBOURNE and ADELAIDE			

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

\* Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 18th August, 1902.

## OSAKA SHOSEN KAISHA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR		LEAVING	
TAMSAI, VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 24th August.	
TAMSAI, VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 31st August.	
ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 20th August.	
FOOCHOW, VIA SWATOW AND AMOY	"ANPING MARU"	WEDNESDAY, 27th August.	

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pionette at the Customs' water-front premises at Tamtsai to land all passengers and cargo.

For Freight, Passage, and further information, apply to  
OSAKA SHOSEN KAISHA,  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 16th August, 1902.

[15]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

## SAILINGS FROM HONGKONG via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE &amp; YOKOHAMA FOR

## OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

STEAMSHIP	Tons	CAPTAIN	HONGKONG
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"INDRAPURA" 3,152 Hollingsworth August 18, 1902

"INDRAPURA" Through bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th August, 1902.

FOR HIOLO (Direct).

## THE Steamship

"I DE LA RAMA," Captain F. Saub, will be despatched as above on THURSDAY, the 21st inst., at Noon.

This Steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to  
HIJOS DE F. DE LA RAMA,  
12, Desfordfield Avenue, 1st Floor.

Hongkong, 16th August, 1902.

[2198]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG," Captain E. J. Tait, will be despatched as above on THURSDAY, the 21st inst., at 3 P.M.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 14th August, 1902.

[2191]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

"DIAMANTE," Captain R. Bodger, will be despatched for the above port on THURSDAY, the 21st inst., at 4 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 16th August, 1902.

[2188]

## UNITED STATES AND CHINA-JAPAN S.S. LINE.

REGULAR MONTHLY SERVICE FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.

TO NEW YORK (via SUEZ CANAL).

The following Steamers will be despatched as above at monthly intervals, carrying Cargo at current rates—

PROPOSED SAILINGS FROM HONGKONG.

S.S. "INDRANI," 10th Sept., 1902.

S.S. "INDRAWATI," 10th Oct., 1902.

For Freight and further information, apply to  
JARDINE, MATHESON & CO.,  
Agents.

[2189]

## VESSEL ON THE BERTH

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL, (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1902

"LENNOX" ... About 23rd Aug.

"HEATHBURN" ... 31st Aug.

"AFRIDI" ... 10th Sept.

"HILLGLEN" ... 20th Sept.

"RICHMOND CASTLE" ... 30th Sept.

"LOTHIAN" ... To follow.

"LOWTHER CASTLE" ... To follow.

For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.

Hongkong, 16th August, 1902.

[711]

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DUBOITI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BOULHAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 25th August, 1902, at 1 P.M., the Company's Steamship

"POLYNESE," Captain Chevalier, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 24th August; (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 15th August, 1902.

[2]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

## THE Steamship

"CHUSAN," Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this Port for Bombay, on SATURDAY, the 30th August, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 18th August, 1902.

[1]

## BOSTON STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA MOJI, KOBE AND YOKOHAMA, FOR

VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamship	Tons	Sailing
-----------	------	---------

"HYADES" ... 3,753 12th September.

"LYRA" ... 4,200 4th October.

"SHAWMUT" ... 3,606 23rd October.

"TREMONT" ... 9,806 17th December.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For Rates of Freight and further information, apply to—

DODWELL & CO., LD.,  
General Agents.

Hongkong, 21st July, 1902.

[1978]

## NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PROMETHEUS," are hereby notified that the Cargo is being despatched, and is to be landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 21st inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 21st inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 15th August, 1902.

[11]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

FROM YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before Noon, on the 22nd of August, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd of August, will be subject to rent.

Bills of Lading will be countersigned by  
SANDELL, WIEBER & CO.,  
Agents.

Hongkong, 15th August, 1902.

[1900]

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, SOLOMBO, AND SINGAPORE.

THE Company's Steamship

"AWA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day, 15th inst.

Goods not cleared by the 20th instant, will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 23rd inst., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA,  
Hongkong, 13th August, 1902.

[2186]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PARRAMATTA," FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex ss. Himalaya.  
From Australia, ex ss. Oceana.  
From Persian Gulf, ex ss. Pemba and Kinnia.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. To-day, the 15th inst.

Goods not cleared by the 21st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 A.M. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognised.

E. A. HEWETT,  
Superintendent.

Hongkong, 15th August, 1902.

[1]

## FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.

## THE N.D.L. Steamship

"BAMBERG," Captain Kirchberg, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. To-day, the 13th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 13th August, 1902.

[2185]

## HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Erskine, at Weihaiwei

Albion, battleship, 12,950 tons, 16 guns, Capt. Thomas H. M. Jerram, at Weihaiwei

Algerine, sloop, 1,650 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Straits

Amphitrite, 1st class cruiser, 11,000 tons, 13,000 h.p., Capt. Charles Windham, C.V.O., at Weihaiwei

Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, at Shanghai

Argonaut, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Weihaiwei

Bismarck, 1st class cruiser, 10,000 tons, 12 guns, 21,411 h.p., Capt. F. G. Stopford, at Weihaiwei

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. F. M. Leake, at Sino

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Thos. D. Pratt, on Yangtze

Crossy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, at Weihaiwei

Eclipse, cruiser, 5,600 tons, 11 guns, Captain Stokes, at Weihaiwei

Esperance, gunboat, 1,970 tons, 10 guns, Comdr. Ernest G. Burton, Behring Sea

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Capt. Colin Mackenzie, D.S.O., at Weihaiwei

Fearless, cruiser, 443 tons, 12 guns, Capt. J. I. Graham, on Yangtze

Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., in reserve

Gloria, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, at Weihaiwei

Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. F. H. Henderson, C.M.G., at Weihaiwei

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. Comdr. G. C. Hardy, at Weihaiwei

Humber, storeship, 1,640 tons, Comdr. John D. Dainton, at Hongkong

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve

Kinsha, river gunboat, 331 tons, Lieut. Comdr. G. B. Powell, on Yangtze

Moorhen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. G. G. Webster, West River

Mutine, sloop, 850 tons, 10 guns, Comdr. C. W. M. Henderleath, on Yangtze

Ocean, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain Richard W. White, at Weihaiwei

Otter, torpedo-boat destroyer, 350 tons, in reserve

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Hakodate

Pique, cruiser, 3,800 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, on Yangtze

Rambler, surveying-ship, 583 tons, Capt. Morris H. Smith, at Sino

Rindoo, sloop, 860 tons, Comdr. D. St. Aubyn Wake, at Hongkong

## STEAMSHIP "TANGSH



## POST OFFICE NOTICES

The *Empress of India*, with the Indian Mail, left Shanghai on Saturday, the 16th inst., at 7 p.m., and may be expected here to-morrow.

The *Princess Irene*, with the German Mail of the 21st ult., left Singapore on Friday, the 16th inst., at 11 a.m., and may be expected here to-morrow.

The *Nippon Maru*, with the American Mail of the 24th ult., left Yokohama on Wednesday, the 15th inst., a.m., and may be expected here on or about Thursday, the 21st inst.

## MATES WILL CLOSE

FOR	PER	DATE	TIME
Canton	Hongkong	Monday, 18th	7.30 A.M.
Swatow	Hongkong	Monday, 18th	11.00 A.M.
Macao	Hongkong	Monday, 18th	1.15 P.M.
Shanghai	Hongkong	Monday, 18th	2.00 P.M.
Bangkok	Hongkong	Monday, 18th	4.00 P.M.
Kobe and Yokohama	Hongkong	Monday, 18th	4.00 P.M.
Swatow, Amoy, and Shanghai	Hongkong	Monday, 18th	4.00 P.M.
Canton	Hongkong	Monday, 18th	5.00 P.M.
Yokohama	Hongkong	Tuesday, 19th	11.00 A.M.
Manila	Hongkong	Tuesday, 19th	11.00 A.M.
Moji, Kobe and Yokohama	Hongkong	Tuesday, 19th	11.00 A.M.
Bangkok	Hongkong	Tuesday, 19th	1.00 P.M.
Straits and Calcutta	Hongkong	Tuesday, 19th	4.00 P.M.
Ningpo and Shanghai	Hongkong	Tuesday, 19th	4.00 P.M.

Europe, Am. India via Tutuorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

Singapore, Penang and Calcutta (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

Shanghai, Nagasaki, Kobe, Yokohama, Hongkong, and San Francisco (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

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## JOINT STOCK SHARES

Hongkong, 18th August.

COMPANY. PAID UP. QUOTATIONS.

Hongkong &amp; Shanghai

Natl. Bank of China

B. Shans

Kien Shans

Bell's Asbestos E. A.

Campbell, Moore &amp; Co.

China Light and

Power Co., Ltd.

Green Island L. &amp; M.

China Sugar

Cigar Companies

Alhambra, Ltd.

Philippine Tobacco

Trust Co., Ltd.

Cotton Mills

Evo

International

Lau &amp; King Mow

Soykees

Hongkong

Dairy Farm

Fenwick &amp; Co., Ltd.

Green Island Cement

H. &amp; C. Bakery

Hongkong &amp; C. Gas

Hongkong Electric

H. H. L. Tramways

H. K. Steam Water

boat Co., Ltd.

Hongkong Hotel

Hongkong Ice

H. &amp; K. Wharf &amp; G.

Hongkong Rope

H. &amp; W. Dock

Insurance

Canton

China S. S. N.

China Trade

Hongkong Fire

North China

Union

Yangtze

Land and Building

Hongkong Land Inv.

Humphreys Estate

Kowloon Land &amp; B.

West Point Building

Luzon Sugar

Manila Invest. Co., Ltd.

Mining

Canton

Paujo

Do. Preference

Do. Preference

New Anny Dock

Oriente Hotel, Manila

Robinson, Ltd.

Robinson, Ltd.

Robinson, Ltd.

Robinson, Ltd.

Robinson, Ltd.

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## VISITORS AT HOTELS.

Hongkong, 18th August.

Mr. D. W. Andrews

Mr. W. S. Bailey

Mr. B. J. Barlow

Mr. F. C. Barlow

Mr. J. T. Bell

Mr. J. Y. Bennett

Mr. J. Black

Mr. S. P. Blair

Mr. &amp; Mrs. R. Poggan

Mr. E. A. Bonner

Mr. F. F. Bovet

Mr. &amp; Mrs. A. J. Br.

Mr. W. E. Brown

Major Butten-daw

Mr. D. F. Clarke

Mr. G. E. Cole

Mr. G. E. Cole

Mr. M. B. Cook

Mr. W. A. Crawford

Mr. F. H. Deryshire

Mr. G. W. Dollo

Mr. T. C. Downing

Mr. F. W. Edwards

Mr. W. Edwards

Mr. T. Edwards

Mr. F. E. Evans

Mr. T. E. Farrell

Mr. A. G. Fisher

Mr. F. J. Frank

Mr. C. Gliver

Mr. H. E. Goldsmith

Mr. B. E. G. Grant

Mr. A. H. H. Higgins

Mr. W. H. H. Higgins

Mr. A. H. H. Higgins

Mr. A. H. H. Higgins

Mr. A. H. H. Higgins

Mr. A. H. H. Higgins

Mr. A. H. H. Higgins

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